

**National Transportation Safety Board
Washington, DC 20594**

Brief of Accident

Adopted 05/17/2001

ANC00LA017						
File No. 1770		12/06/1999	BETHEL, AK	Aircraft Reg No. N5187B	Time (Local): 09:58 AST	
Make/Model: Cessna / 208B				Fatal	Serious	Minor/None
Engine Make/Model: P&W / PT6A-114A			Crew	0	0	1
Aircraft Damage: Substantial			Pass	0	0	1
Number of Engines: 1						
Operating Certificate(s): Commuter Air Carrier						
Name of Carrier: ARCTIC AIR GROUP, INC.						
Type of Flight Operation: Scheduled; Domestic; Passenger/Cargo						
Reg. Flight Conducted Under: Part 135: Air Taxi & Commuter						
Last Depart. Point: Same as Accident/Incident Location				Condition of Light: Dawn		
Destination: MARSHALL, AK				Weather Info Src: Weather Observation Facility		
Airport Proximity: On Airport				Basic Weather: Visual Conditions		
Airport Name: BETHEL				Lowest Ceiling: 0 Ft. AGL, Unknown		
Runway Identification: 36				Visibility: 10.00 SM		
Runway Length/Width (Ft): 6398 / 150				Wind Dir/Speed: 280 / 010 Kts		
Runway Surface: Asphalt				Temperature (°C): -24		
Runway Surface Condition: Snow--dry				Obstr to Vision: None		
				Precipitation: None		
Pilot-in-Command		Age: 43	Flight Time (Hours)			
Certificate(s)/Rating(s)		Total All Aircraft: 4375				
Airline Transport; Multi-engine Land; Single-engine Land		Last 90 Days: 288				
Instrument Ratings		Total Make/Model: 750				
Airplane		Total Instrument Time: 225				

The certificated airline transport pilot, with one, pilot-rated passenger aboard, was departing runway 36 on a scheduled commuter flight. The pilot said that about 100 feet above the runway, he retracted 10 degrees of flaps. He added that as the airplane climbed to about 200 feet above the runway, he retracted the remaining 10 degrees of flaps, and the airplane descended while rolling to the left. The pilot stated that he had to apply full right aileron to keep the airplane upright. He said full power was already applied to the engine, but the airplane continued to descend. The airplane landed on the runway, about 200 feet from the runway threshold, and continued off the end of the runway, into snow-covered terrain. The pilot stated that during his preflight inspection, he removed an accumulation of ice and snow from the wings and empennage. Due to scheduling delays, the flight did not depart until about 2 hours after the initial preflight. The pilot said that prior to departure, he did not recheck for any additional frost accumulation. The airplane sustained substantial damage to the propeller, fuselage, and wings.

Brief of Accident (Continued)

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12/06/1999

BETHEL, AK

Aircraft Reg No. N5187B

Time (Local): 09:58 AST

Occurrence #1: FORCED LANDING

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) AIRFRAME - ICE
 2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. AIRCRAFT CONTROL - NOT POSSIBLE - PILOT IN COMMAND
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Occurrence #2: OVERRUN

Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Findings

4. TERRAIN CONDITION - SNOW COVERED

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
The pilot's inadequate preflight and his failure to remove snow and airframe ice from the airplane.